

Bucolica

Bucolic, adj. /byoô'kăliká/ ~ Pertaining to country life, rural, rustic, countrified



Roads...

A road is a thoroughfare, route, or way on land between two places, which typically has been paved or otherwise improved to allow travel by some conveyance, including a horse, cart, wagon, tractor or motor vehicle.

4 Who...?
was beside the Upper Bonham Road

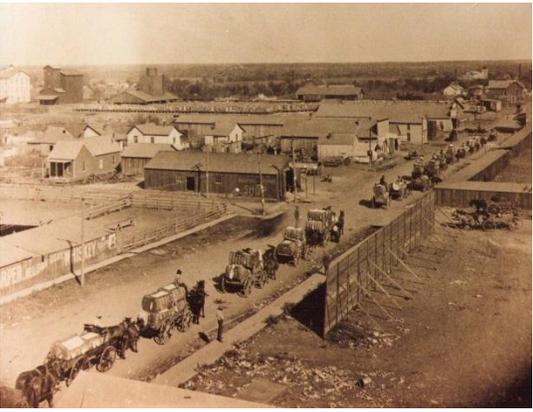
5 What...?
is an Old Bulldozer on a Road

6 When...?
did you hear, "Don't drive on the road!"

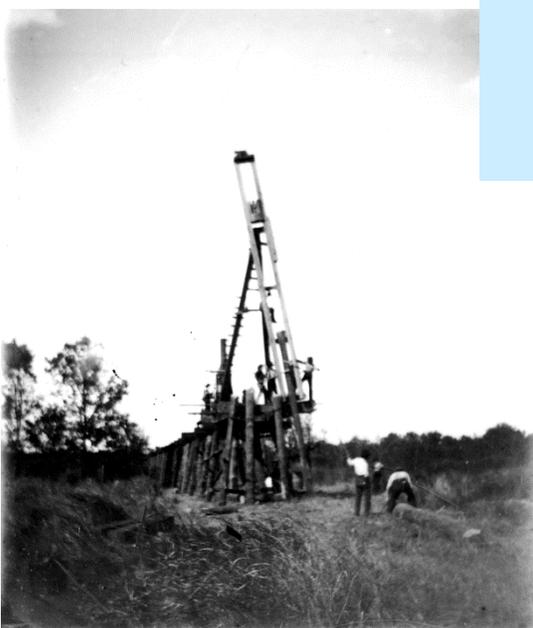
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BY APPOINTMENT
ONLY!

FOR REGULAR UPDATE "LIKE"
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MUSEUM ON FACEBOOK:
[HTTP://WWW.FACEBOOK.COM/PAGE
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Like



FROM THE MUSEUM COORDINATOR

Who, What, When, Where, Why and How...? are interrogative words. They mark the beginning of the search for a story because the answers are never, “yes” or “no.” The premise for these questions is to gather as much factual information as possible to set a scene, develop characters and explain actions – which is why it’s used in professions such as journalism, criminal investigations, as well as historical research.

History is a fascinating subject, full of unique characters and interesting events. Through this revised newsletter, I hope to share with you the many intricate stories of Collin County’s rural history. You may recall that the former newsletter was titled ReStore, which focused on the museum’s collections, restorations and events. While I will include these elements in the new version, two issues needed addressing. The first was the name, which is also used by Habitat for Humanity and caused some confusion. The second issue was my desire to expand the newsletter and encompass the mission of the museum: “to help the public develop a better understating of Collin County’s rural heritage.” Instead of facts, figures and dates, let me tell you a story...



Now you may have questions about the name of the newsletter. Back in September we sent requests out via email to county employees, newsletter subscribers and posted a notice on Facebook seeking suggestions for a new name. We had a fabulous response. Some of our favorites

were: The Collineer, The Furrow, Farmacy, Collin Column, Rural Roots...

I received a total of 48 suggestions, really good suggestions, so good in fact that 90% of them were already copyrighted.

- The Collineer... copyrighted by Isaac’s Guide to the Universe (they’re aliens)
- The Furrow... John Deere’s newsletter
- Farmacy... copyrighted by a herbal company in California
- Collin Column... copyrighted newspaper column
- Rural Roots... copyrighted by nonprofit organization

We needed something truly unique which was suggested by the county’s Public Communication Officer, Tim Wyatt - Bucolica, adj. /byoô`kälíká/ ~ pertaining to country life, rural, rustic, countrified

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Beside the Upper Bonham Road



There sits a vacant house several miles from Highway 75 and Melissa, Texas which was once a very important destination in the mid to late 1800s. This destination was as important then as gas stations are to us today. The destination was a wheelwright shop run by a fixer and maker of wagons, Charles H. Wysong. The shop was located not far from the Upper Bonham Road which runs approximately along the same path as our modern Highway 75.

The abandoned house was not historic, rather it was the history buried under the house and surrounding land that was important. Just several feet down laid the remains of a historic landmark.

Charles Hopkins Wysong was a wheelwright and blacksmith who specialized in fixing broken wagons of local farmers and those traveling the Upper Bonham Road. He was also known for his construction of Bois d'Arc wagons. From his shop one would hear the echo of metal and the hiss of fire in water, the scent of burnt wood and smoke would greet a visitor long before the shop came into view.

The blacksmith and wheelwright shop would have been busy and bustling like a Walmart of today. Just as our stores are important for supplies, so would Wysong's shop along the Upper Bonham Road. Blacksmiths made iron tools, like plowshares, so the hard work of planting and building could be completed. Some were Farriers, smiths who specialized in shoeing

horses. But smiths not only shod horses, they created springs and wheel parts for carriages and wagons, made nails, pots, pans, and other utensils. The work was done through sweat, heat, and labor – using a hammer and anvil, molted heat and bellows.

Wysong chose the shop location well. It would have been convenient, close to the settlement of Highland and close to those journeying along Upper Bonham Road. He probably traveled along the road while prospecting the northeast portion of Texas in 1849, then decided to ply his trade in Collin County. He moved his wife, Sarah Melvina Foster-Wysong, from Missouri to Texas and set up shop. The shop was rebuilt twice through two tornadoes in 1873 and 1884. Sometime after 1904 the shop was buried through time.



Wysong excavation site with corner post.

- *Composed from land, genealogy & craftsmanship research courtesy of Diane Miller and Page Thomas*
- *(1904). "A Collin County Pioneer: Charles H. Wysong." The Pioneer Magazine, 2(2)10-13.*



Page Thomas & artifacts

The Volunteer Archaeologists for this county project are **Diane Miller** and **Page Thomas**, who we are extremely grateful for their dedication. They began the excavation in August of 2010 and are close to concluding the project. At this time we are preparing to form a lab in order to process the archaeology collection.

If you are interested in volunteering, please contact Jennifer Rogers, Collin County Farm Museum Coordinator at ccfm@collincountytx.gov or 972-548-4792.

An Old Bulldozer on a Road

It's called a "dragline." Rather simple really. A large piece of metal four feet wide, shaped like a giant ash scoop for the fire place. Instead of the long handle, there are two prongs descending from either side, connecting together in front of the scoop. The dragline.

Summer means construction, road construction with bright everywhere and the rise of metal monsters. King among them is the bulldozer. Towering above the smaller scurrying machines, it plods unforgivingly forward, always forward. The large scoop at the front patiently scrapping and moving, removing the dry crusted road. The bulldozer levels the remains of the old road for the new.

The dragline is the bulldozer before 1923.

The dragline is a scoop to level the road. Instead of a metal monster pushing it forward, a team of animals pulled it behind. That's what the picture showed me... an old brown road. From the bright of today to the brown of yesterday, the picture is of an old bulldozer on a road. Four mules stood at rest to the right of the road, their rears to me. They were connected to a long beam, a tongue, which was connected to the prongs of the dragline. One of the mules' head was down, exhausted maybe. The other three had their heads up, turned slightly to the right of the road. By the old road was a trio of men. One laying back in the grass, a knee raised with an arm thrown over his eyes blocking the blinding glare. A second sat beside him, plate in hand and playfully saluting me with a raised cup, smiling maybe. The wide brimmed hat is pulled low, heavily shading his face. The third is hidden behind the saluting man, drawn into the shaded browns of poor focus.

Flipping the photograph over is the faded and slightly slanted cursive writing, "Lenny Ted &

Able...June 1898...leveling the road with the dragline."

It's called a dragline. I have one in my museum listed as 'unidentified.' I have asked my volunteers, older men in their 70s, and posted a picture on Facebook with a request for identification, as well as in the newsletter under, "What is this?" The response, a shrug and silence.

June is summer road construction, then and now. Rather than TXDOT and county Road & Bridge crews, farmers were responsible for the condition of roads. County commissioners assigned regions of road maintenance to nearby farmers and it was their responsibility to keep the roads leveled. Ruts in the road often meant broken wheels and axels, horses with turned hooves, stranding and possible death. If farmers failed to keep the road level and complaints mounted, harsh fines were implemented that often resulted in loss of land and property. The dragline was one of the most basic pieces of equipment for every farmer. Everyone took care of the old road. Who takes care of the new?

It's called a bulldozer.

• *Written by Jennifer Rogers*

There are many creative people in and around Collin County and we encourage you to submit stories, essays and photographs for the quarterly issues where you will receive recognition for your work. Please follow the submission guidelines below:

Deadline	Theme	Writing/Photo Suggestions
January 11, 2013	Color	Quilts, Paint, Landscape
April 12, 2013	Water	Drought, Recreation
July 12, 2013	Heat	Blacksmith, Incubation
October 12, 2013	Home	Memories, Architecture

For more information and all submissions, please send request to ccfm@collincountytx.gov . Only electronic submissions are accepted.

“Don’t Drive that on the Road!”



In the early 1920s, all tractors had steel wheels with lugs jutting out of them. While these wheels had good traction in the field, they rode roughly and put divots into paved roads. The rubber tires were more powerful, gave better gas mileage, kicked up less dust and were more comfortable than steel.

Additionally, the government had their say too. The rural road net was being paved during the late 1920s and there was much opposition to steel lug wheels damaging the pavement. Many states passed laws prohibiting their use on paved roads. Farmers had to plank the roads to move their tractors on them or face fines. Detachable steel lugs or smooth steel overtires were sold but were cumbersome and time-consuming to use.

The idea to use rubber tires came from orange growers in Florida who were fed up with steel lugs damaging the roots of their trees, they began experimenting with rubber tires. Before long, large truck tires were being shipped in quantity to Florida, and the tire companies took note. In 1931, B. F. Goodrich Co. brought out a rubber tire mounted to a common steel rim for tractors. Other companies followed and began demonstrating that rubber tires had just as much traction as steel ones.

By 1933, tractor companies began offering models with rubber tires already mounted on rims. Blacksmith shops did a growing business retrofitting steel wheels to rubber ones. County road builders also noticed a difference. By 1940, ninety-five percent of new tractors rode the road on rubber wheels.

If you are interested in learning how to drive historic tractors or learn to drive a 1911 Model T, sign up for notification for when the museum hosts the **Vintage Vehicle Workshops**.

The programs are fun for you and the whole family. Participants for *Tractor Workshops* must be 47" tall and those younger than 16 yo must have an adult partner. Participants for *Model T Workshops* must have a drivers license.

For more information contact
972-548-4792 or ccfm@collincountytx.gov

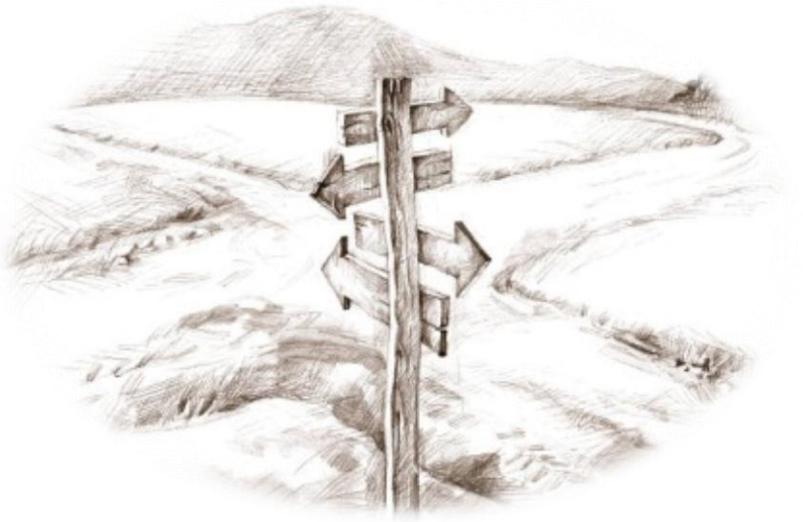
Before the Old Republic Road

...the north bank of Yankee Creek...head 30 degree east to the 27th mile marker [a cedar post]...adjust another 3 degrees east and continue in a straight line for eleven miles to the 38th mile marker [a mulberry post], approximately a mile and a half west of a small village called Josephine...

These are some of the words found on a dozen pages of surveyor’s notes located in a file at the Texas General Land Office. They are faded, dry and hand written in 1844. These are the field notes of Major George W. Stell, surveyor of the short-lived National Road of the Republic of Texas. He sketched a road from central Dallas County, north-east through the south-east corner of Collin County to the north-west tip of Red River County. At the time of the survey the south-east corner of Collin County was a described as a gentle, attractive countryside of farm and woodland with streams and brooks which Major Stell found pleasant.

Using a survey chain, Major Stell trekked across the country and embarked on an adventure through rural Collin County. During his trek, Major Stell chose a path away from the dense pines and hardwood forests and through the open expanses of blackland prairie. Occasionally, he encountered impenetrable thickets which shared dominion with grassy oak openings. The landscape and vegetation of the area was confusing for him with the intermingling patterns of forest and prairie creating an intricate mosaic. Complications arose even within the prairies due to wide slick mud holes called hog wallows disguised by tall grasses which continually slipped him up.

Reading Major Stell's early field notes as well as historic journals, such as William McClitock's Journal of a Trip Through Texas and Northern Mexico in 1846-1847 provide an immaculate view of Collin County. The Texas Republic's National Road doesn't exist today nor the unblemished natural splendor. However, if you have a desire to recreate the adventure: *head North on Goliad Street from the city of Rockwall to Lavon Drive, turn right and continue through the city of Lavon to FM 6, turn right and continue through city of Nevada to the city of Josephine.* How different that sounds from the survey notes!



Why Roads?

Roads have had and continue to have an economic, social and environmental impact in Collin County and across the country and the infrastructure of roads vital to the development of towns and cities. Look at the two pictures bellow taken around the 1880s in McKinney, Texas. These wagons of cotton bales are leaving the gin and heading towards the cotton market to be sold along Tennessee & Louisiana Street. While the farmers & laborers are in town they will stock up on supplies, partake of refreshments, conduct business with the county and merchants and catch up on the local and national news. Now imagine trying to do all that without a road. How would you get to work or school, to the store, the theater, or to visit your family?

“Thank You!” to all the people who work for Collin County Road & Bridge.



The Collin County Farm Museum is actively collecting photographs for its collections and exhibits. We also recognize the sentimentality of personal photographs. As a result, we are asking those willing to allow us to scan the original and then return them to you. Additionally, we will accept slides as well as prints.

Please help us expand our collection, contact 972-548-4792 or ccfm@collincountytx.gov if you are willing to help.

Are you interested in working with museum artifact and creating unique exhibits for the Collin County community?

The museum is launching its **Community Curators Committee** for the creation of the Summer & Winter 2013 Exhibits.

Contact 972-548-4792 or ccfm@collincountytx.gov if you are willing to help.

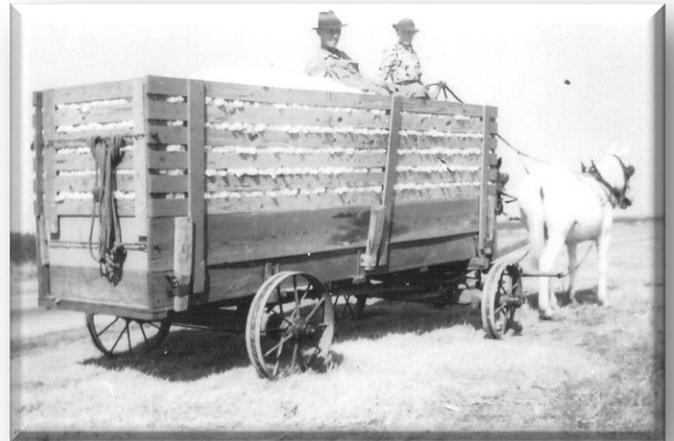


How the 'Road' got its Name

The guttural source words for road, uttered in primitive Europe long millenniums ago at the beginning of the Stone Age and even at the dawn of the Bronze Age (3,500 B.C.) or the Iron Age (1,000 B.C.), perhaps will remain secreted forever. The modern Indo-European languages into which these words or their derivatives, became embedded, include the principal speeches of Europe as well as the Indo-Iranian and other Asiatic tongues. The most familiar early types of these languages are the Latin in the

West and the Sanskrit in the older East where we find the first imitation of a word for ROAD. In the Sanskrit, as early as the 5th century before the Christian era, as well as in the later Latin, the meaning of these original words was dominated by the idea of **movement** in one of its aspects, such as: (1) The character of the motion; and (2) the mark left upon the ground by the moving person or object. Many names of vehicles were derived later from these basic names for the path of travel.

The most ancient and generic term of all seems to be the antecedent of our word **way**. It means the track followed in passing from one place to another. Our modern word stems from the Middle English, *wey* or *way*, which in turn branches from the Latin word, *veho* – I carry, derived from the Sanskrit, *vah* – carry, go, move, draw, or travel. Our 20th century words *wagon* and *wain* may be traced back to the Middle English, *wain*; Old High German, *wagan*; Dutch and German, *wagen*; Anglo-Saxon, *waegan*, from *wegan* – to move, toted in the Latin infinitive, *vebere* – to move or carry. The modern word for **vehicle**, from the Latin *vehiculum*, also *vehere* as its ancestor and back of that the Sanskrit, *vahana*, a vehicle.



Unidentified Collin County Photo – 2011.03.082

The word **highway** harks back to the elevated, *agger*, the mound or hill of the Roman road formed by earth thrown from the side of ditches toward the center. In old England these raised, or high, ways were under the protection of the King's peace and open to the public, unrestricted travel as distinguished from byways, or private roads.

Our familiar word **road** is a comparatively recent origin. It is used only once in the King James version of the Bible (translated 1604-1611) and then in the sense of a raid, or foray (I Samuel 27:10), William Shakespeare (1564-1616) uses the term in the sense of a common road only three times out of a total of sixteen. The other meanings are a raid, a riding, a journey on horseback, or a roadstead where ships ride at anchor. The word is derived from the Anglo-Saxon, *rad*, from *ridan* – to ride, and the Middle English, *rode* or *rade* – a riding or mounted journey. It means usually a rural way as contrasted with an urban street which originated in the Latin *strata via*, a way spread or paved with stones.

- Article from [Backsights Magazine](#), published by Surveyors Historical Society



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